

ATTACHMENT 22 – *MSRC OIL SPILL RESPONSE CHRONOLOGY*

MSRC Oil Response Chronology

The following chronology represents key times relative to MSRC's response to the Cosco Busan oil spill of November 7, 2007. This account is presented strictly to document MSRC's activities relative to the overall incident time frames and are based on logs, interviews with MSRC personnel and other reported accounts as noted below.

8:27 a.m. Cosco Busan hits Bay Bridge (as taken from general accounts).

9:17 a.m. MSRC receives call from a pilot indicating approximate 420 gallons (10 barrels) of fuel oil discharged with source of discharged secured.

9:30 a.m. Pilot reconfirms to local MSRC representative that discharge volume is 420 gallons and that leak is secured. Pilot reports current location of Cosco Busan as Anchorage 7 north of Bay Bridge with ¼ mile visibility due to fog.

9:40 a.m. MSRC skimming vessel *Spill Chaser* (new class of fast response vessel recently sited in S.F. Bay area) departs from Pier 50 and heads toward general area of Anchorage 7 under heavy fog and poor visibility. As a precautionary measure, MSRC decides on its own to mobilize additional resources despite the small reported volume of fuel oil in the water. These resources include another skimming vessel (*Spill Spoiler II*) from Richmond and four boom boats (*Raider I and Raider III* from Martinez and *James Dean* and *Pop Can* from Richmond).

9:50 a.m. MSRC *Spill Chaser* arrives in general area of Anchorage 7 and prepares for skimming operations. Preparation includes site assessment of area using air monitoring equipment as standard safety procedure. Also includes attaching boom arms to each side of vessel. Must be attached on scene rather than at berth so that high speed of vessel to scene is achievable.

10:07 a.m. MSRC receives first contact from O'Briens Group, which indicates that they are spill manager on behalf of ship owner. MSRC briefs O'Briens on assets being deployed.

10:15-10:30 a.m. *Spill Spoiler II* skimming vessel and four boom boats in transit to general area of Anchorage 7.

10:30 a.m. MSRC begins skimming operations under continued heavy fog and poor visibility. *Spill Chaser* transits at speeds 1.5x to 2x typical skimming vessels. Vessel is designed to skim smaller spills with its own integral booming mechanism.

11:00 a.m. Damaged Cosco Busan has moved, arriving at Anchorage 9 south of the Bay Bridge. (as reported by others).

11:10 a.m. MSRC decides to deploy one of its larger spill response vessels, *Clean Bay II*, from Pier 50.

11:25 a.m. Two boom boats (*Raider I and III*) have met up with *Spill Chaser* in area between Anchorage 7 and Bay Bridge and begin advanced skimming operations. Advanced skimming operations involved one boat deploying about 500 feet of boom and attaching to the other boom boat so that oil can be “corralled” over greater area in which the *Spill Chaser* continues skimming operations

11:30 a.m. Helicopter mobilized by MSRC for visual over flight to assist in optimizing oil recovery operations, but unable to fly due to limited visibility.

11:40 a.m. *Spill Spoiler II* south of Bay Bridge skimming

12:20 p.m. *Sentinel* skimming vessel and *Raider II* boom boat depart from Martinez as additional precautionary resources. MSRC personnel nationwide put on alert for possible cascading. Standard operating procedure.

12:30 p.m. Contracted vessel *LCM 824* is mobilized for possible deployment and use

1:00 p.m. MSRC receives indications from O’Briens Group that spill size is significantly larger than previously reported

1:15 p.m. Helicopter is cleared to begin flight operations. Picks up MSRC and NRC personnel in Richmond.

1:36 p.m. Helicopter begins over flight to gain better assessment of response strategies

2:15 p.m. MSRC begins protective booming of Crissy Field. Booming complete around 4:30 p.m. using *Pop Can*, *Raider I* and *Raider III* (which have been redeployed from area north of Bay Bridge), and *Raider II*. Total of 1650 feet of boom used. *Raider III* then repositioned to Aquatic Park to join up with *LCM 824* to deploy protective boom

2:17 p.m. MSRC receives approval for cascading in personnel from other areas. MSRC personnel in other areas were previously put on “high alert” for possible cascading as early as 12:17 p.m. as standard operating procedure once significant assets are being mobilized.

2:18 p.m. *Pacific Responder* underway after waiting, at O’Briens instructions, for a representative of National Response Corporation to board vessel. Visibility still poor. General vessel traffic still proceeding (ferries, etc.), further adding complexity to transit conditions.

2:45 p.m. *Sentinel* is skimming in area near Paradise Cove

5:15 p.m. Aquatic Park booming complete

5:30-6:15 p.m. Various on-water skimming operations halted due to darkness.

Key Points on the San Francisco Cosco Busan spill and the involvement of MSRC

- MSRC received notification 50 minutes after reported collision occurred
- MSRC advised that spill was 420 gallons (10 barrels) and leak secured
- Within 1 hr and 3 minutes of notification, MSRC was skimming with its new fast response vessel in the general area between the Bay Bridge and Anchorage 7 north of Treasure Island (where the Cosco Busan transited after hitting the Bridge)
- Ability to identify and recover oil on water complicated by very poor visibility due to fog, currents, continued Bay vessel traffic, and inability to gather information from any helicopter over flights for all of the morning and into the afternoon
- MSRC was not advised of larger spill size until almost 4 hours after it received its first data on the nature of the spill
- With little direction and at its own financial risk (we are privately funded – not funded by a tax like fire departments), MSRC deployed 4 skimming vessels and 6 boom boats before it was advised of the larger size of the spill.
- MSRC's precautionary decision-making became very valuable as we were in a position to use protective boom with our assets already mobilized once it was determined that the important Crissy Field area would be impacted. Our foresight allowed us to do this before dark on Day 1 and help reduce the overall impact
- At no time during Day 1 was MSRC manpower constrained. MSRC has 31 dedicated responders/crew in the Bay area (excluding supervision and staff) – the largest single contingent in one general area in the country.
- All operations were performed with no significant safety accidents despite difficult conditions.
- Unsigned letter from an unknown number of employees alleging performance issues are motivated by the union and its' unsettled labor negotiations with MSRC and are not supported by any facts.
- Independent reports put the ultimate oil recovery at 30%. Historical recovery rates are in the range of 10 to 15%. No one wins when oil spills, but MSRC has played an important role in not making a bad situation worse.